FOREIGN WAR SHIPS IN CNINESE WATERS.

According to the latest files received we condense the list of war vessels in Chinese waters. England has twenty-three ships there, as follows, viz: The Albatross, 4 guns; (iron-clad frigate) Audacious, 14 guns; Champion, 14 guns; Cleopatre, 14 guns; Cockchafer, 4 guns; Curacoa, 14 guns; Daring, 4 guns; Esk, 3 guns; Espoir, 4 guns; Flying Fish, 4 guns; Fly, 4 guns; Foxhound, 4 guns; Linnet, 5 guns; Merlin, 4 guns; Midge, 4 guns; Pepgasus, 6 guns; Sapphire, 12 guns; Swift, 5 guns; Tweek, 3 guns; V. Emanuel, 20 guns; Vigilant, 2 guns; Wivern, (turret ship) 2, and Zephyr, 4. The total amount of guns on these vessels is 156, and there is also a number of war vessels in Japanese waters, which could be summoned at a few hours notice.

The following is the list of Russian vessels: The Alreck, 7 guns; Gornostai, 7 guns; Morge, 7 guns; Naesdnick, 13 guns; Nerpa, 7 guns; Opritchuik, 13 guns; Rasboynik, 8 guns; Solol, 7 guns, and a corvette and gun boat, the armament of which is not given. The total, however, amounts to 69 guns mentioned. There is also a Russian transport at Vladivostock.

The French fleet consists up to latest dates of the Bayard, with four barbette towers, 14 guns; the Atalanti, 12 guns; the Triumphante, 7 guns; the Victorieuse, 7 guns (both vessels being twin rams); the Chatean Renaud, 7 guns; the D'Istaing, 15 guns; the Duguay-Trouin, 10 guns, and the Hamelin, 6 guns; La Galissouiere, 14 guns; the Kersaint, 6 guns; the Villars, 15 guns; Alonette, Eclair, Trembe and Plewier with 3 guns each.

Of the sixteen gunboats attached to the French squadron the Vipere is the largest, having a displacement of 473 tons. Her armament consists of two 5¾ inch and two 4-inch guns. Next in size comes the Lutin and Lynx, carying one 7½ inch and two 4-inch guns. The Leopard and Fanfare, though smaller, carry a similar armament as the Lynx. The Surprise is an old boat, nearly worn out (built in 1863). The remainder of the gunboats are all of the same design and size, with a displacement of 100 tons. They are armed partly with one 6½ inch gun and partly with one 5¼ inch and one 2¾-inch gun. They are built of wood and were launched between 1866 and 1869. Their names are: Carabine, Contelas, Escopette, Estoc, Framee, Hache, Javeline, Massue, Musqueton.

The Tourville is the most powerful frigate in the French navy. Her hull is of iron, cased with wood and coppered, and was launched in 1876. Displacement 5616 tons. Speed nearly 17 knots. The armament consists 14 5¼-inch guns on the main deck, six 7½-inch in half-turrets and one 7½-inch gun carried on the upper deck. Complement, 555 officers and men.

The list is by no means complete, for even with the aid of the Chinese and American papers it is impossible to give perfect figures.

The Portuguese gunboat Jamega and the corvette Da Estephania, armament not stated, are also at Macao and Hongkong respectively, while America is represented by the Alert with four guns, the Enterprise and Essex with six guns each, the Juniata with 8 guns, the Monocacy and Palos with 6 guns, and the frigate Zenton with 14 guns. There are also in these waters one Italian corvette, two Portuguese ships, and five German men-of-war carrying 44 guns. The largest of the latter is the Stosch, which carries 18 guns. Austria and Spain each have a ship-of-war there. In the present difficulty, there is no saying how many more war ships have been dispatched to China by different nations. These, however, are the reliable figures as far as we can give them up to August. It will be seen that there is considerable naval excitement there. The Chinese fleet, exclusive of that of Cantor, only numbers fifty-six vessels of all kinds, carrying 350 guns and 5860 officers and men. Most of the officers are foreigners, who received orders from their home Governments to withdraw from the Chinese service at the time real trouble began between China and France.

From a Paris Letter.

The author of "Newport," one of the late fashionable novels, is now engaged on a new one, entitled "True," which is a study of New England life.

"Newport" made quite a hit, and sells well. In answer to a letter criticising some of the characters, the author writes the following:

"Of course I don't take offence at what you say. I understand your motive, and your intense anxiety for my success. But I have had more experience of criticism and comment than anyone can imagine who is not "in the business," and I have long since discovered that no one can really tell an author much that he doesn't know or doesn't discover for himself. You and others think the people of "Newport" unreal and shadowy in a way, but nevertheless the book is praised for its intense reality in the presentation of the characters.

I value your opinion because it is yours, but it is painful and almost profitless to read any opinions. Praise is only a little bit better to me than fault-finding. One must work, strive, earn, stumble, pick up again, aspire and go on, almost without aid. I should like popular success and the money it brings, but no human being of any worth as a creative writer ever attained to this by heeding all the conflicting voices and trying to placate them. I live, work and learn. I hope to get the suffrages of the public in the end. If I do not, the public may keep them. At the worst, I shall only die like the rest of our race."

Nothing is talked of now in Paris but pictures, and no two people agree to any one of the six thousand works of art exhibited at the Salon, besides many small exhibitions elsewhere.

It is a hopeless labor to see the Salon, there is so much to divert the attention. The *creme de la creme* of Parisian society, the great actors and actresses, the famous men and women artists, writers and musicians, are already seen at the Salon on Varnishing Day, when only invited guests of the painters are allowed entrance.

The artists of Paris are by no means in a friendless condition, if the 30,000 people present on the great day can be counted among them.

It was a magnificent spectacle, and the crowd contained the true elite of all Paris. The display of toilettes was simply wonderful—every imaginable device of form, material, color, and trimming were worn.

For four hours the throng of richly-dressed women moved hither and thither, changing every instant, and bringing into view new and lordly toilettes. No two alike, and yet a certain conformity to the present style told of their entire newness.

What is most striking in Paris dressing is the immense variety of styles used. No one color, or one cut, or trimming seems to be universal enough to exclude all the styles which are used to suit the taste of women.

This gives a delightful variety of costume, and also allows individual taste full play.

At a private reception given by an American resident of Paris, the toilettes were surprisingly beautiful. Many of them were of lace entirely, either black or cream color. Nothing white—that is cold, snowy white—is now worn. Bits of lace used for the neck and wrists, are dipped in black tea to give the true cream or age-yellow so much liked.

The hostess wore a cream lace skirt with a basque of satin of the same shade, heavily embroidered in gold. This gold embroidery covered the front of the corsage, and extended down the back in a wedge-shaped device. The basque had long tails like a dress coat, which were also heavily embroidered. It looked like the gold embroidery of a ministerial uniform.

Dress fronts, hand-painted, are still very much in favor, being more original and effective than embroidery.

Side-panels, painted in designs of flowers, storks, Japanese dragons or peacock feathers, are very handsome and serviceable, as they can be tacked on to the dress for evening, and taken off if the design is too gay for afternoon wear.

In San Francisco a nicely painted dress-front can be bought at the White House or City of Paris for fifty dollars, though many ladies of an æsthetic as well as economical turn of mind, ornament their own party dresses.

It is reported that the large pictures painted by Bandry, which hang in the foyer of the Grand Opera House in Paris, are cracking and fading so that one can hardly make out the subjects. It is greatly to be regretted, as he spent ten years painting them, and expected they would make his name immortal.

The Bottle, and what shall we do with it?

Ever since that memorable day when the first Spanish or English navigator who discovered these islands presented the then reigning chiefs with the first flask of the favorite tipple of the day, the Bottle has occupied a prominent place in the history of these islands.

Do not, dear reader, toss aside the paper after reading the above paragraph, under the impression that it is the opening sentence of a temperance article. It is nothing of the kind; the writer leaves to soberer pens the task of inditing essays, lectures, and editorials on that interesting topic. On the principle that one cannot do two things at the same time, he prefers to practice temperance rather than preach it, and intends therefore to confine himself to a few brief remarks upon the space occupied by the material bottle itself in the physical growth of the land.

Whether the first bottle emptied here held wine from Spain or rum from England matters little. Whatever its shape or complexion we may safely assert that it was reverenced, if not deified by the simple natives, nor let us think it strange for them to do so. They beheld for the first time a liquid safely held within a transparent vessel. The quality of transparency was possessed by but one substance known to them—water: and so glass was to them supernaturally solidified water: a black bottle the crystalized liquid from a taro patch. 'Tis nouncommon thing to find many intelligent and vastly learned people to whom the incomprehensible is the supernatural, the supernatural the adored.

But the bottle soon clased to be *a rara avis in terra* on these islands. Each Jack-ashore left a few as mementoes of his visit, each trader, man-of-war, and pirate added to the stock. All Hawaiian ports were supplied with them. As rolling pins for dough, or moulds on which to stretch stockings, needing, darning, they were to be found in quiet foreign households. Many a dozen were rescued from the miserable fate of being eternally filled with, and emptied of vile intoxicants, and devoted to the pleasing task of conserving yeast or the domestic beer of roots.

Time passed: ships came and went, men were born and died, governments waxed and waned, and still the number of bottles increased. Indeed, the recurrence of those events, as well as many others was accompanied, apparently by a fresh breaking out of the bottle until number and practical indestructibility have made him a nuisance. It was, and still is a common saying that "one bottle brings on another," and so it has come to pass that they are now to be found stuck upside down in the earth to form borders for hundreds of paths and flower beds in Honolulu. Their fragments bristle on the top of stone walls, their shiny bull's-eye bottoms gleam from the interstices of roughly piled coral rock enclosures; their short, stout necks protrude from debris piles. Many of those who cater to the drinking man's thirsty soul in grim humor have walled themselves in with stacks of bottles. Back yards are burdened with them, and boxes, bins, and barrels overflow with their ever-increasing numbers. At times they actually obstruct the course of business, for it is not unseldom that we hear the remark made of some one out late o' nights. "The bottle detained him," "he met a bottle on the road," etc.

A society was once formed here for the Regulation of the Bottle. It was called "The Dashaway," and the members were pleeged to put down the bottle, if possible, by ignoring his existence. They would have naught to do with him, and thus render his presence in the country uncalled for. The plan seemed a good one, but it failed, for the bottle held fast to certain inalienable rights secured by treaty obligations, and when those rights (and the bottles themselves) were trampled upon, the terms of the treaty (and they) were broken, they quietly filled up their ranks with fresh arrivals, and sarcastically mis-quoted Moore's beautiful lines:

"You may break, you may ruin our shape,
if you will,
You will find that our sharp fragments
stick to you still."

History has shown that the struggle has become indeed bitter when the contending parties resort to poetry as a means of attack or defense, and the bottle's defiant quotation brought matters to a crisis. A meeting was called (they were fond of "meetings" in those days) and it was voted to send to the Coast for a set of quartz crushers with which to "stamp out" the bottles; but this plan was abandoned, because the honest miner whom the meeting chose to manage the mill declined on the ground that he had never yet run a set of stamps on empty bottles, and he wasn't going to begin in his old age. The Good Templars have met with a fair show of success in reducing the number of full bottles landed here, but have never meddled with the empty ones. A former Minister of the Interior hit upon the plan of using bottles as a foundation for the made land near the Custom House. Thousands were dumped there, and now, when a drain is driven, or a foundation for a building dug, stratas of obsidian-like fragments worry the workmen. Bottles have been exported to San Francisco, but that was found to be sending coals to Newcastle. Private citizens have piled them under the verandas of their dwellings, but that plan was found to impart a rakish air to the most sober-sided house.

If hurled out of windows they are sure to land in the back yard where they are most conspicuous. If tossed into a secluded corner, a single bottle will gather to itself others until they must be cleared out before they choke up the whole enclosure. The closet-shelf on which the first half-dozen is placed soon becomes overloaded. They cannot be sold; no one wants them as a gift, and so the matter rests. The question, "What shall we do with the bottles" remains unanswered.

LATEST FOREIGN NEWS.

The *Pall Mall Gazette* says there is not the slightest foundation for the report that China wishes to come to an agreement with France. The Chinese consider the Foo Chow affair an act of treachery on the part of Courbet, who took advantage of the priviiege accorded to war ships to enter Chinese ports. The barbarity of continuing a fire hours after that of the Chinese vessels ceased, is a cause for intense excitement against the Europeans.

The Chinese Military commanders have everywhere received imperial orders to attack all French war ships and merchant vessels which attempt to enter the leading treaty ports. Those in port are ordered to depart immediately. Telegrams from the Chinese Government lines are not accepted unless written in English.

General Millot has asked to be relieved of the command of the French forces at Tonquin on the ground of ill-health. The Government has consented, and has appointed General Brierre de Lisle to succeed him.

The *Nationalist* states that Admiral Courbet has full powers to operate against China.

The *Univers* has a special from Hongkong that the "French missionaries have been officially expelled from there."

A quarrel has occurred between Henry Abbey, the theatrical manager, and Gilbert, the composer, arising from an incident at a rehearsal of "Pygmalion and Galatea." Gilbert, finding that Abbey had not arranged for an act designated by the former to play a leading part in the comedy, heard Abbey's explanation in silence. Miss Marv Anderson and the general company were present, when he abruptly told Abbey he did not know how to treat an English gentleman, wished the company good morning, and left the theatre. The parties have since exchanged letters. The actors side with Abbey.

There were eighteen deaths from yellow fever here during the last week.

The bulletin of the progress of the cholera on August 30th in the various provinces of Italy show ninety-six fresh cases and seventy deaths. The deaths are most numerous at Spezia, in the province of Genoa, where there were twenty-four, add at Busca, in the province of Cuneo, where there were eight. At Naples there were no deaths.

Alaska.

Singular as it may seem at first thought the territory purchase from Russia is twice as large as the thirteen original states. Attu, the west-most part of Alaska, is as far west of San Francisco as San Francisco is west of Maine. The climate of the Aleutian islands is quite as moderate as that of Virginia and Kentucky, but on the mainland the climate is severe and the glaciers in the mountains are the largest in the world. Mr. Pierrepont, who has written a book on Alaska, published by G. P. Putnam and Sons, New York, is familiar with Switzerland, but in no portion of the Alps had been seen such gigantic frozen rivers as he met with in Alaska. In Lynn channel, near Pyramid harbor, he saw a glacier 1,200 feet thick at the lower end. Another fact worth remembering is the existance in Alaska of one of the largest rivers in the world, the Yukon, which is navigable for 1,800 miles. As regards the resources of the country, Mr. Pierrepont was convinced by the testimony of eye-witnesses that not only were fur-bearing land animals likely to disappear with the approach of civilization, but that even the seal fisheries, at the present rate of destruction, will vanish at no distant epoch. But Alaska possesses an inexhaustible store of wealth in fish and lumber. After visiting the most important canneries in Alaska, the writer arrived at the conclusion that the catching of salmon, cod, halibut and herring would remain a profitable industry for ages to come. In regard to timber, Mr. Pierrepont tells us that the red and yellow fir abound, and it seems that the Alaska yellow cedar, which is not only beautiful to the eye, but capable of a very high polish, is likely to be in greater request for ship building than any other cedar known, It is said that timbers cut from the heart of the lower part of this tree will outlast teak in a ship's frame.